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ing but it is marred by prejudices in which the historian should never indulge.

ELLIS PAXSON OBERHOLTZER.

Philadelphia.

Railway Mail Service: A Comparative Study of Railway Rates and Service. By GEORGE G. TUNELL. Pp. 214. Chicago: Lakeside Press, 1901.

This book consists of a series of articles arising from the controversy over the remuneration of railways for the carriage of mail matter. Although "nominally disconnected," the articles all bear upon the subject of the mail service of the railways and the rate of payment therefor. The first and principal article consists of a statement submitted to the Joint Congressional Committee on Postal Affairs (created by Act of Congress, approved June 13, 1898), and is apparently a brief for the railways in general, and in particular for the Chicago and Northwestern Railway.

The articles forming the book are apparently the result of careful and painstaking study (in many cases of material inaccessible to most students) and disclose a thorough knowledge of the subject. Mr. Tunell traces the genesis and evolution of the present method of remunerating railroads from the Act of 1873 and attempts to show cause why a demand for a reduction in the rate of compensation is unreasonable and unwarranted. The author lays emphasis upon the demands made by the postal department upon the railroads and the excellent service required, and finds a justification for the present high rates in the excellent character of this service. He moreover shows that the mail transportation rates have actually declined despite the improvement in the service, and that even since 1879, when the rates were legally reduced for the last time, the railroad receipts per ton mile of mail matter transported have fallen off almost forty per cent. He presents in detail the factors making for high cost in mail transportation and points out the fact that, in consequence of mail matter being weighed only once in four years and the remuneration being based upon the weight of the mails at the time last preceding, as well as for other reasons, the railroads do not, as a matter of fact, receive payment for the whole weight carried.

The book is largely controversial. It contains a mass of statistical data bearing upon the subject of rates and costs.

WALTER E. WEYL.

Up From Slavery. By BOOKER T. WASHINGTON. Pp. ix, 330. Price, \$1.50. New York: Doubleday, Page & Co., 1901.

Mr Washington's latest book is principally autobiographical, and will doubtless arouse the same interest it excited when appearing in